

# Miller & Rhoads

## Brief News of Special Values for Saturday in Several Departments

Not all the values nor all the departments are mentioned by any means. Simply hints as to what the store has.

### Women's White Lawn and Mull Waists,

**\$1.48**  
Instead of \$1.98 and \$2.50.  
Half dozen styles, trimmed with lace and embroidery.

### Women's 25c White Hose,

**19c**  
All over lace in stripe patterns. Regular 25c values.

### Men's Negligee Shirts,

**50c \$1. \$1.50**  
You may rest assured you'll get the best values in Richmond at these prices.

### Bill Nye's History of the United States.

75c is the regular price. For today only the price is

**59c**

### Beautiful China Plates,

**10c**  
Regular price is \$2 a dozen. Imported goods, beautifully decorated.

### A 25c Book of Stationery,

**15c**  
Cloth finish bond paper. Great value at 15c.

## LIEUT.-COL. W. J. PERRY IS NOW IN COMMAND

### Adjutant-General Issues Order Declaring Him in Command of Regiment.

The resignation of Colonel George Wayne Anderson, of the Seventieth Regiment, was formally accepted yesterday, when Adjutant-General Charles J. Anderson issued the following order, to be read before all the companies composing the regiment:

Special Orders No. 3.—August 3, 1906.

The Governor having accepted the resignation of Colonel George Wayne Anderson, Seventieth Regiment, Infantry, Virginia Volunteers, Lieutenant-Colonel W. J. Perry will assume command until further orders.

By order of  
CLAUDE A. SWANSON,  
Governor and Commander-in-Chief.

CHARLES J. ANDERSON,  
Adjutant-General.

It is officially stated that no time has been fixed for a meeting of the officers of the Seventieth to elect Colonel Anderson's successor. Adjutant-General Anderson hopes to have an election held some time during August.

Commissions have been issued as follows:

To Joseph P. Ast, first lieutenant of Company A, Seventy-second Regiment, Staunton.

To Charles P. Sorrett, second lieutenant of Company A, Seventy-second Regiment, Staunton.

To Percy G. Everett, second lieutenant of Company I, Seventy-first Regiment, Franklin.

Commissions have been issued as follows:

To Joseph P. Ast, first lieutenant of Company A, Seventy-second Regiment, Staunton.

To Charles P. Sorrett, second lieutenant of Company A, Seventy-second Regiment, Staunton.

To Percy G. Everett, second lieutenant of Company I, Seventy-first Regiment, Franklin.

Commissions have been issued as follows:

To Joseph P. Ast, first lieutenant of Company A, Seventy-second Regiment, Staunton.

To Charles P. Sorrett, second lieutenant of Company A, Seventy-second Regiment, Staunton.

To Percy G. Everett, second lieutenant of Company I, Seventy-first Regiment, Franklin.

Commissions have been issued as follows:

To Joseph P. Ast, first lieutenant of Company A, Seventy-second Regiment, Staunton.

To Charles P. Sorrett, second lieutenant of Company A, Seventy-second Regiment, Staunton.

To Percy G. Everett, second lieutenant of Company I, Seventy-first Regiment, Franklin.

Commissions have been issued as follows:

To Joseph P. Ast, first lieutenant of Company A, Seventy-second Regiment, Staunton.

To Charles P. Sorrett, second lieutenant of Company A, Seventy-second Regiment, Staunton.

To Percy G. Everett, second lieutenant of Company I, Seventy-first Regiment, Franklin.

Commissions have been issued as follows:

To Joseph P. Ast, first lieutenant of Company A, Seventy-second Regiment, Staunton.

To Charles P. Sorrett, second lieutenant of Company A, Seventy-second Regiment, Staunton.

To Percy G. Everett, second lieutenant of Company I, Seventy-first Regiment, Franklin.

Commissions have been issued as follows:

To Joseph P. Ast, first lieutenant of Company A, Seventy-second Regiment, Staunton.

To Charles P. Sorrett, second lieutenant of Company A, Seventy-second Regiment, Staunton.

To Percy G. Everett, second lieutenant of Company I, Seventy-first Regiment, Franklin.

Commissions have been issued as follows:

To Joseph P. Ast, first lieutenant of Company A, Seventy-second Regiment, Staunton.

To Charles P. Sorrett, second lieutenant of Company A, Seventy-second Regiment, Staunton.

To Percy G. Everett, second lieutenant of Company I, Seventy-first Regiment, Franklin.

Commissions have been issued as follows:

To Joseph P. Ast, first lieutenant of Company A, Seventy-second Regiment, Staunton.

To Charles P. Sorrett, second lieutenant of Company A, Seventy-second Regiment, Staunton.

To Percy G. Everett, second lieutenant of Company I, Seventy-first Regiment, Franklin.

Commissions have been issued as follows:

To Joseph P. Ast, first lieutenant of Company A, Seventy-second Regiment, Staunton.

To Charles P. Sorrett, second lieutenant of Company A, Seventy-second Regiment, Staunton.

To Percy G. Everett, second lieutenant of Company I, Seventy-first Regiment, Franklin.

Commissions have been issued as follows:

To Joseph P. Ast, first lieutenant of Company A, Seventy-second Regiment, Staunton.

To Charles P. Sorrett, second lieutenant of Company A, Seventy-second Regiment, Staunton.

To Percy G. Everett, second lieutenant of Company I, Seventy-first Regiment, Franklin.

Commissions have been issued as follows:

To Joseph P. Ast, first lieutenant of Company A, Seventy-second Regiment, Staunton.

To Charles P. Sorrett, second lieutenant of Company A, Seventy-second Regiment, Staunton.

To Percy G. Everett, second lieutenant of Company I, Seventy-first Regiment, Franklin.

Commissions have been issued as follows:

To Joseph P. Ast, first lieutenant of Company A, Seventy-second Regiment, Staunton.

## STRAWSBURG WINS ANOTHER DEPOT

Corporation Commission Requires Baltimore and Ohio to Give Town a Line.

### OLD CONTROVERSY SETTLED

The Great Baltimore and Ohio Brought to Book in Interest of the People.

The State Corporation Commission yesterday rendered an important decision, very important to the people of Strawsburg, an ambitious town away up in the valley, that thinks it has been badly treated by the Baltimore and Ohio Railroad.

The case was entitled, "The Commonwealth of Virginia against Winchester and Strawsburg Railway Company, and the Baltimore and Ohio Railroad Company."

The decision, which was rendered yesterday, after hearing evidence, both oral and documentary, reads:

1. The Winchester and Strawsburg Railroad Company was duly incorporated by act approved April 22, 1887, for the purpose of constructing and operating a railroad from Winchester to Strawsburg, with authority to connect its railroad with the Winchester and Potomac Railroad and the Manassas Gap Railroad.

The said Winchester and Strawsburg Railroad Company constructed its railroad from Winchester to a point of connection on the Manassas Gap Railroad, about one mile from the town of Strawsburg and by an act approved February 20, 1877, the said Winchester and Strawsburg Railroad Company was relieved from the obligation in its charter to complete its work by constructing the additional one mile of road from its point of connection with the Manassas Gap Railroad to the town of Strawsburg.

Act of Assembly.

And whereas the said Winchester and Strawsburg Railroad Company has constructed and completed, under the provisions of said act, a railroad from the said town of Winchester to a point on the Manassas Gap Railroad, near the said town of Strawsburg, and by means of the use of the track, track, and right-of-way, the said Winchester and Strawsburg Railroad Company is willing to run, or procure to be run, by its lessee or other person or corporation operating its said road, trains to said town of Strawsburg, at and from a convenient and suitable depot, to be erected or constructed on the line of said road, in the limits of the said town of Strawsburg, at or near the Catonsville crossing, and is willing to treat and regard the said depot, when so erected and constructed, as a regular station on its road, for such trains as are accustomed to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

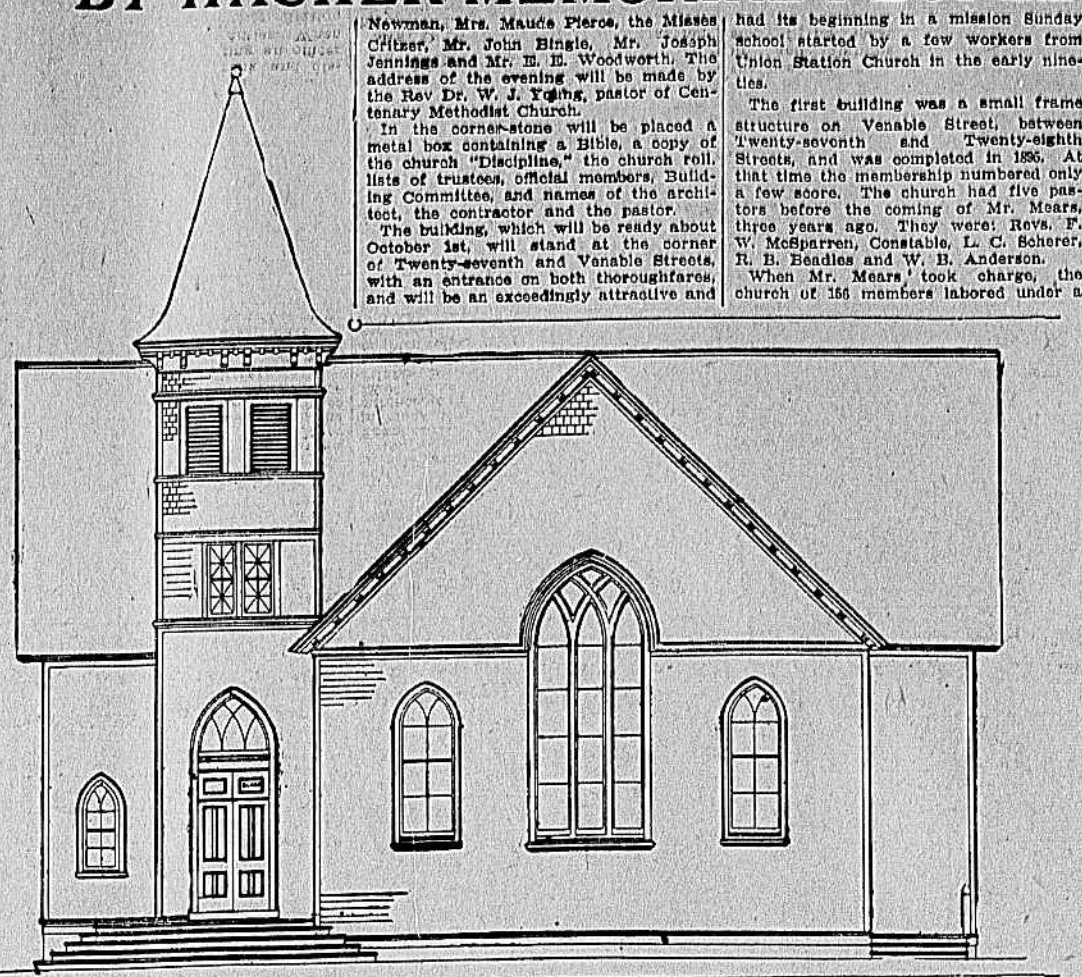
Failed to Do Duty.

Since that period it has altogether failed and neglected to comply with its public obligation and duty, and it takes no pains to stop at stations of a similar character and dignity on its own road, and by the acceptance of the provisions of this act, signifies its assent to the amendment of its charter as herein made and provided.

The said Winchester and Strawsburg Railroad Company accepted the said act and thereby contracted and undertook, as a public obligation and duty, to comply with the terms thereof, and it did erect the depot therein mentioned and comply with the terms of said act by regularly running its trains from a point of connection with the Manassas Gap Railroad into the town of Strawsburg, and to said depot, such operation continuing up to about the first of December, 1896.

Failed to Do Duty.

## NEW CHURCH TO BE BUILT BY HASKER MEMORIAL PEOPLE



Corner-Stone of the New Edifice to Be Laid This Afternoon With Impressive Ceremonies.

Very interesting ceremonies will accompany the laying of the corner-stone of the new Hasker Memorial Methodist Church, which takes place this evening at 6 o'clock.

The exercises will be held at the corner of Twenty-seventh and Venable Streets, where the new church will be built, and will be in charge of the Venable Lodge of Masons, No. 130, who will use the usual ritual for such occasions.

The music will be in charge of the choir of the church, composed of the following members: Mr. Charles Mendes, chorister; Mrs. Cheek, organist; Miss Ella

substantial frame structure. Within will be an auditorium, capable of seating between six and seven hundred, with numerous windows, and an excellent musical. Pastor's study, Sunday school rooms and church parlors will give ample room for all the various activities of the church.

The architect who drew the plans was Mr. C. H. Nicholson. It has been estimated that the building, when finished, together with the large corner lot on which it will stand, will be worth not less than \$12,000. Much of that sum has already been raised through the efforts of the pastor, Rev. Kenneth Meare, and the thoroughly alive congregation, so that it is thought there will be no difficulty in raising the church debt in the near future.

Hasker Memorial Methodist Church

heavy debt incurred by the remodeling of their building during the pastorate of Mr. Beadles. Now, that debt has been entirely liquidated, and the membership has increased to 315, with congregations of between 400 and 500—too many for the old building to accommodate.

A growing Sunday school and several active church societies serve to keep the building open every evening in the week.

One year ago last April, the Lauterbach property, immediately west of the church, was purchased, and by skillful business methods the trustees have managed to more than half pay for the new building and to sell the old one for a good price.

Hasker Memorial Methodist Church